

The China Mail.

Established February, 1845.

VOL. XL. No. 6643.

號七月一十年四十八百八千一英

HONGKONG, FRIDAY, NOVEMBER 7, 1884.

日十二月九日申申

PRICE, \$2 PER MONTH.

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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,400,000
RESERVE FOR EQUALIZATION.....\$400,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

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LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent.
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sum less than \$1, or more than \$200 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be held of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten cent stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Post Office by means of clean Hongkong Postage Stamps and values.

8.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Cover containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *"On Hongkong Savings' Bank Business"*, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, with the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, April 26, 1884. 716

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 16th July, 1884, under the Companies Act 1862, to 1883.)

LONDON BANKERS.
UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 ½ per centum:

" 6 " 4 ½ "

" 12 " 6 ½ "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Intimations.



GOVERNMENT BILLS.

TENDERS for SPECIE. Mexican Dollars current in this Colony, weighing 7.17, in Exchange for BILLS, drawn On Demand, on the Government of India, Calcutta, will be RECEIVED by the CHIEF PAYMASTER, Army Pay Department, until 12, Noon, on SATURDAY NEXT, the 8th Instant.

The Tenders to state the Total Amount required (Rupees), and the Amount for which each Bill should be drawn, but no Bill will be issued for amounts below Rs. 10,000.

The Tenders to be submitted in Sealed Covers, addressed to "The Chief Paymaster, Army Pay Department," and endorsed "Tenders for Government Bills."

The right to accept or reject any or all the Tenders is reserved.

E. CATTELL, Lieut. Col.,

Chief Paymaster.

Hongkong, November 6, 1884. 1875

To the Editor of the CHINA MAIL.

Hongkong, 6th Nov.

DEAR SIR.—I beg to state that for the non-delivery of the Australian Mail brought by the S.S. Taiwan the Post Office is in no way to blame.

Owing to an oversight on my part, the mail bags were not delivered to the Post Office until Monday afternoon.

I am aware that by this mistake I have rendered myself liable to a fine of \$500, and I apologize for my omission.

I remain, your obedient servant,

J. O. ARTHUR, Master, S. S. Taiwan.

Hongkong, October 24, 1884.

To the Editor of the CHINA MAIL.

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DEAR SIR.—I beg to state that for the non-delivery of the Australian Mail brought by the S.S. Taiwan the Post Office is in no way to blame.

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Hong

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MICKEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONER'S),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER.
Eastern and California CHEESE.
CODFISH. Boned.
FRESH HAMS and BACON.
Eagle Brand Condensed MILK.
BEEF in 25 lb. cans.
Beau Ideal SALMON in 6 lb. cans.
Cutting Domestic FRUIT in 2 lb. cans.
Assorted Canned VEGETABLES.
Assorted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
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Richardson & Robbin's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
DRIED APPLES.
TOMATOES.
SUGGOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
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400 lb. Capacity.
600 lb. "
600 lb. "
1,200 lb. "

KAI-SAR-I-HIND
CIGARETTES
in crystallized Boxes of 100 at \$6.50 per millie.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
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HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
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Ex late Arrival from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TEYSSONNAU'S DESSERT FRUITS.
JORDAN ALMONDS.

FINE YORK HAMS.
PIUNE TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATTERS.
Kippered HERRINGS.
Herrings in 14 SARDINES.

IRISH BACON in tins.
COQUATINA.
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S P A R T A N
COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
12 oz. GRAVES.
BREAKFAST CLARET, "

SHERRIES & PORT—
SACCOMI's MANZANILLA & AMON
TILLANDO.
SACCOMI's OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
FINE OLD BOURBON WHISKY.
KIRKAN'S OLD WHISKY.
ROYAL GLENFIDDICH WHISKY.
BOBBY'S OLD TOM.
E. & J. BROWN'S IRISH WHISKY.
ROCK LIME JUICE CORDIAL.
NOVELTY PRINT & CO.'S VERMOUTH.
JADESON'S WHISKY.
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EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.

ANGOSTURA, BAKER'S and ORANGE BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SKIMMED
C I G A R B.

Fine New Season's CUMSHAW TEA, in
5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNE'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, August 15 1884.

For Sale.

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"CANTONISH MADE EASY"—A
Book of Simple Sentences in the
CANTON Dialect with Free and
Literal Translations; and Directions for
Reading English Grammatical Forms into
Chinese and vice versa.—Price, \$2. Inter-
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"We most cordially recommend it.—
China Review." Will be found to supply
a long list of students of Cantonese."
Daily Press." Mr. BALL's Notes on
Classifiers and Grammar will be found very
valuable."—China Mail.

"EASY SENTENCES IN THE HAKKA
DIALECT WITH A VOCABULARY."—
Price, \$1.

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arranged."—China Mail. "Contains a
wide range of subjects."—Chinese Recorder.
"An extensive Vocabulary."—Daily
Press.

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W. BREWER, and LANE, CRAWFORD
& Co., Hongkong; and at MESSRS.
TRUER & Co.'s, London.

Hongkong, January 23, 1884. 143

NOW ON SALE.

A CHINESE DICTIONARY
IN THE CANTON DIALECT,
BY DR. E. J. EITEL

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50

Part II. K-M. \$2.50

Part III. M-T. \$3.00

Part IV. T-Y. \$3.00

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allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Lan-
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Imperial Dictionary, contains all Chinese
characters in practical use, and while alpha-
betically arranged according to the sounds
of the oldest dialect of China, the Canton-
ese, it gives also the Mandarin pronuncia-
tion of all characters explained in the
book, so that its usefulness is by no means
confined to the Cantonese Dialect, but the
work is a complete Thesaurus of the whole
Written Language of China, ancient and modern, as used all over the
Empire, whilst its introductory chapters
serve the purpose of a philological guide
to the student.

A Supplement, arranged for being bound
and used by itself, and containing a List
of the Radicals, an Index, and a List of
Surnames, will be published and sold
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DR. E. J. EITEL

HONGKONG, January 15, 1884. 151

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EXTRA FINE QUALITY
FRENCH BUTTER.

BRAND "DUC DE NORMANDIE,"

THE OLDEST BUTTER

PACKING ESTABLISHMENT IN NORMANDY.

I 1 lb. tins and Cases of 48 tins each.

Sold in Quantities of not less than one
dozen tins, at \$6 per Dozen.

Reduction made to Purchasers of one
case and upwards.

G. R. LAMMERMUTH,

Sole Agent.

Hongkong, October 4, 1884. 163

PRICE, \$1.00.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong, September 20, 1884. 1640

NOW READY.

NO. 1.—VOL. XIII.

OF THE

CHINA REVIEW.

CONTAINS

The Chinese Old Language.

Aryan Roots in Chinese.

The Tao To Ching.

Hokka Songs.

On Chinese Apologies.

Tartars, Tibetans, Turks, Hindoos, &c.

Notes and Queries.

Translation "A Man's a Man for a' that."

Notices of New Books and Literary Intel-
ligence.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, October 6, 1884.

NOTICE TO CONSIGNEES.

BRITISH STEAMER CRUSADER,
FROM SAIGON.

NOTICE TO CONSIGNEES.

BRITISH STEAMER CRUSADER,
FROM SAIGON.

NOTICE TO CONSIGNEES.

CHINA FIRE INSURANCE CO., LIMITED.

HONGKONG FIRE INSURANCE CO., LIMITED.

CHINA FIRE INSURANCE CO., LIMITED.

HONGKONG & WHAMPoa DOCK CO., LIMITED.

HK. and China Gas Company, Limited.

New Shares.

1,000 £. 100 £. 100 £.

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We have received from Messrs MacEwen, Frickel & Co., the Anglo-Chinese Date Block, issued by the North-China Herald Office, for the ensuing year. The Date Block is one of our oldest institutions, and is no doubt the best block for use in the Far East. In addition to the English dates, it gives the native moon and day both in Chinese and English.

Two old offenders against the law were this morning, at the Police Court, committed for trial at the Criminal Sessions of the Supreme Court, for earing snatching and larceny. The two prisoners are each only twenty five years old—but both have been in Victoria Gaol over and over again; they belong in fact to that class of professional thieves which exists only to prey upon the community. They have both already undergone a period of three years' penal servitude, but that appears to have had no effect upon them.

Instead of feeding and maintaining such men at the expenss of the community, why not deport them?

If an ordinance were passed empowering the Chief Justice to sentence these professional thieves and robbers to a good sound whipping and then deport them with a promise of a repetition of the punishment if again found in the Colony, we should very soon get rid of this dangerous and troublesome class of criminals.

Some good is sure to result from the discussion that is raging at home in regard to the condition of the British Navy. Several of the greatest naval authorities in England are contending that our Navy is not much superior, and possibly not superior at all, to the French Navy. That the British Navy is not so strong as it should be, is clearly proved by any questioning of its superiority over the Navy of another European nation being possible. Her Navy is Britain's great bulwark, and the vessels constituting it should be sufficiently numerous and powerful to remove any question what ever not only as to its superiority over that of any other European Power, but over the fleets of any other two Powers combined. If the strength of the British fleet generally has not been underrated by the home critics, it is certain that this has been the case in regard to the defences of Hongkong harbour. One high naval authority, who should have known better, stated that Hongkong was at the mercy of any hostile cruiser which chose to sail into the harbour. Not exactly. Provided this hostile cruiser did not come here in time of peace, we are inclined to think she, and any reasonable number of hostile vessels, would have considerable difficulty in effecting an entrance into Hongkong harbour, even with our present means of defence. If war were imminent, say between France and Britain, some formidable batteries could be prepared in a week or two for defending the harbour entrances, and those defences would be supplemented by submarine mines, torpedo boats, the turret ship *Wolverine*, and, let us hope, a hundred brave spirits prepared to work mischief in steam launches provided with spar torpedoes. It is preposterous to talk about an enemy's cruiser quietly steaming into this harbour and exacting a heavy indemnity from the community. Nothing less than an ironclad squadron could force its way in, if the naval and military authorities here had been on the alert for some time; and an ironclad squadron could not deal with this Colony as it pleased. Our defences require to be considerably strengthened both in construction and armament, and a few more torpedo boats would be a useful addition to them. But we are not quite so able as we have been depicted lately at home.

The Anti-English, a French newspaper, after existing only three weeks, has ceased to appear.

The Secretary of the U.S. Navy has approved the sentence of the court-martial in the case of Passed Assistant Surgeon A. G. Clegg, of the United States ship *Potow*, condemned for drunkenness and absence without leave while in China, to two years suspension on full pay, from March 17, 1884, and to be reprimanded in general orders.—*San Francisco Chronicle*.

The Queenlander of Oct. 11th says:—It was reported by the steamer *Suez*, which reached Cooltown a few days ago, that a steamer was ashore at Saddle Island, Torres Straits. Under date 4th instant Mr. Chester reported to the Colonial Secretary that a large iron steamer, the *Patagonia*, was ashore near Saddle Island, and that the Government schooner *Mavis* had left on the previous day to render assistance. Mr. Dubbin, master of the *Pico*, had reported that the captain and chief engineer of the *Patagonia*, who three months had directed many from this vessel in an open boat with provisions, was safe. He had sighted the Mount Ernest Group but found no trace of the missing men. A telegram from Mr. Chester dated 6th instant, states that the *Mavis* had picked up the missing boat and crew all well. She remains by the vessel. A correspondent at Thursday Island, under the same date, informs us that the *Patagonia* was bound from New Castle to Singapore and was laden with coal. She is ashore at Morebey Rock, Torres Straits. The water in the forehold ebbs and flows with the tide; but the engine-room is kept free from water by the donkey engine. The ship is aground on the rock from the fore rigging to amidships, while there is nine fathoms of water under the after part of the steamer. The crew are all safe.

New York, October 5.—A Tribune London cable special says: The remarkable alteration in the tone of the French press is suspected to be due to some unknown influence at work. Clearly the French publishers are growing afraid of the too eager embracement of Germany, and in their debates take the lead in suggesting that England

should re-establish her old relations with France. Consequential the public no longer heart of a Franco-German alliance, but of a popular feeling in favor of a reconciliation with England. The indications are that the change will be strongly illustrated when the Chamber meets on the 14th.

Discussions as to the alleged inferiority of the British navy continue, says a San Francisco contemporary, with unabated vigor in the papers and commercial circles. A new cause for alarm is just furnished the public by the testimony of John Burns, Chairman of the Cunard Steamship Company, and other admitted experts. They ridicule the idea that any reliance can be put upon armed merchantmen in case of war. This has hitherto been a pet theory with the economists, who pointed to the splendid fleet of steamers owned by the Cunard and other lines as reserves of the British navy. Burns points out that with the improvements in modern gunnery, in torpedo warfare and swift steel cruisers, the finest vessels of the Cunard line would be at the mercy of foes inferior to them in numbers. He adds that the French should no longer cherish any illusions on the subject, but, instead, the building of a large number of fast armored cruisers is imperatively necessary.

It is said that in connection with the construction of railways in British Columbia, an offer has been made to Japan to engage five hundred Japanese labourers under the conditions that they will be allowed 87 each per month, for eight working hours daily, and during off hours, lessons in English will be given to those who wish to receive them.—Mr. Asaka, a shizoku of Tokio Fu, is said to have been engaged by the promoters of the scheme as coolie master for three years to introduce Japanese labourers to British Columbia in connection with the construction of the railway. He will leave for that country about the middle of next month.—*Japan Gazette*.

CRICKET.

HONGKONG C. C. versus 'THE BUFFS'.

The annual match between the Regiment and the Cricket Club, which is generally considered one of the most interesting matches of the season, was commenced this afternoon. The regimental team started the batting and although the first few wickets fell rather rapidly, a good stand was made when Lieutenants Lloyd and D'Aeth got together. The ball was well bowled by Hendry and the batsmen constituting it should be sufficiently numerous and powerful to remove any question what ever not only as to its superiority over that of any other European Power, but over the fleets of any other two Powers combined.

If the strength of the British fleet generally has not been underrated by the home critics, it is certain that this has been the case in regard to the defences of Hongkong harbour. One high naval authority, who should have known better, stated that Hongkong was at the mercy of any hostile cruiser which chose to sail into the harbour. Not exactly. Provided this hostile cruiser did not come here in time of peace, we are inclined to think she, and any reasonable number of hostile vessels, would have considerable difficulty in effecting an entrance into Hongkong harbour, even with our present means of defence. If war were imminent, say between France and Britain, some formidable batteries could be prepared in a week or two for defending the harbour entrances, and those defences would be supplemented by submarine mines, torpedo boats, the turret ship *Wolverine*, and, let us hope, a hundred brave spirits prepared to work mischief in steam launches provided with spar torpedoes. It is preposterous to talk about an enemy's cruiser quietly steaming into this harbour and exacting a heavy indemnity from the community. Nothing less than an ironclad squadron could force its way in, if the naval and military authorities here had been on the alert for some time; and an ironclad squadron could not deal with this Colony as it pleased. Our defences require to be considerably strengthened both in construction and armament, and a few more torpedo boats would be a useful addition to them. But we are not quite so able as we have been depicted lately at home.

The match will be continued to-morrow morning. The following are to-day's scores:—

THE BUFFS.	
Lient. Burnby, 1st B. H. H. 1	1
Sergt. Gleeson, run out. 2	2
Capt. Hogbin, 2nd B. 1	1
Lieut. Col. D'Aeth, 3rd B. 11	11
D'Aeth, & D. Blundell. 64	64
Capt. Gordon & P. Coxon. 12	12
Mr. T. L. Turner, 13	13
Mr. T. L. Turner, & C. Coxon. 7	7
Mr. J. R. Francis, & C. Coxon. 1	1
Mr. J. R. Francis, & C. Coxon. 1	1
Mr. J. R. Francis, & C. Coxon. 1	1
Total. 100	100
HONGKONG C. C.	
First Innings.	
E. J. Coxon, 1st Innings. 0	0
T. E. Davies, & J. Lloyd, D'Aeth. 0	0
J. C. C. Hindey, D'Aeth. 19	19
G. S. Coxon, D. Jones. 3	3
T. E. Davies, & J. Lloyd, D'Aeth. 15	15
C. S. Hart, run out. 15	15
H. B. Taylor, & J. Lloyd. 15	15
Mr. J. R. Francis, & C. Coxon. 4	4
C. E. Bowring, & C. Coxon. 1	1
A. G. Smith, to bat. 1	1
Total. 65	65

SUPREME COURT IN ORIGINAL JURISDICTION.

(Before Sir G. Phillips, 'Chief Justice; and a Special Jury.)

Friday, November 7.

YAU LOK AND OTHERS V. THE HON. F. YAU LOK, avers \$28,000.

The Attorney General (the Hon. E. L. O'Malley), instructed by Messrs Denney and Mackay, appeared for the plaintiffs; and Mr. J. J. Francis and Mr. E. Mackay, instructed by Messrs Broteros, Wotton and Deacon, represented the defendant.

The jury was composed of the following:—Messrs F. Henderson; N. P. Dhalia; T. I. Rose; A. Coxon; C. C. Cohen; J. A. do Remedios; and J. M. McElroy.

Mr. McElroy, clerk in the Registrar General's Office, said Licenses were issued for coolie houses for coolies intending to emigrate in the *Prinz Alexander*. Witness produced a book containing a record of license granted to Chun Kun Po, during the month of April for coolies for the *Prinz Alexander*; the total number of coolies for which house license was granted was 550.

James Haldane Stewart-Lockhart, said he was Acting Registrar General, and was so in March and April last. His attention was called to the ship *Prinz Alexander* by some of the relatives of the emigrants coming to him and complaining that they could not get on board, that the emigrants were disembarked, and were unwilling to go.

He wrote to the Captain on the matter.

He also heard that the food was bad. He spoke to Mr. Kyrie personally, and he advised him that the emigrants were counted on the 6th, and gave the same numbers as those issued by Mr. Leatherburn and Captain Burridge.

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THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *SAN PABLO* will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 8th
November, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

Return Passages—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Conular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Offices
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 560, Queen's Road Central.
F. E. FOSTER,
Agent.

Hongkong, November 6, 1884. 1879

NOTICE.

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MARITIMES.
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SAIGON, SINGAPORE, BATAVIA,
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POET SAID.

MEDITERRANEAN AND BLACK
SEA PORTS,

NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

1880
BORDEAUX, LE HAVRE, DUNKIRK,
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Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m.,
and Letters until 12 m.

Parcels, they must be left at the
Editor's Office.

Customs and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPRAUX,
Agent.

Hongkong, November 6, 1884. 1879

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The Third,
A. D. 1750.

THE Undesignated having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

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Policies at current rates, payable either
here, in London, or at the principal Ports
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Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

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£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undesignated Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undesignated having been appointed
Agents for the above Company are
prepared to GRANT POLICIES ON MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 865

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undesignated are prepared to accept
Risks on First Class Godowns at 2
per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

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THROUGH to NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
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THE U. S. Mail Steamship *CITY OF
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Dangara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RETURN PASSENGERS—Passengers, who
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F. E. FOSTER,
Agent.

Hongkong, November 3, 1884. 1852

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